

EXHIBIT QQQ

2006 APEX MOUNTAIN

You've seen them perform outrageous stunts in half-mile. You've seen a stock sled with a turbo kick a 550,000 ft around the clock and back again. In September, Keith Wood set an asphalt record of 8.84 seconds in the 1/4 mile at a blistering 160 mph. John Wheelock set a .007 grass drag record of 4.07 seconds at 130 mph with his 400 hp ProLine Summit CTR RX-1. Of course, we're talking about the RX-1, but check out this preview of the 2006 lineup. Yamaha's gunning for top dog, and you'll see why they just might get there.

Yamaha's departure from the mainstream has been evident for several years. They seemed not to care that the tried & true Mountain Max-Com-Viper platform was being left behind by the competition. Even though there were strong RX-1 sales in the trail market, sales of mountain sleds have fallen off sharply for Yamaha. Yamaha claimed they were not building a four-stroke machine because they had to. They said they were building a performance four-stroke because they could. Seemingly rhetoric at the time, this thought has given way to the 2006 lineup.

The RX-1 has been renamed the 'Apex'. As with the 2005 model, the 2006 Apex introduces many components that shed the weight of its predecessor. Don't get us wrong, the RX-1 is a heavy sled, but it feels light. It is a balanced machine with plenty of power to make up for the added weight of the 4 stroke. It's smooth. There is no riving vibration typical of most other machines, you feel better at the end of the day. Its throaty sound is very inspiring. It's cleaner, burns less fuel and is less costly to operate. It will take you further before the engine needs rebuilding.

Awe-inspiring sounding on the trail, they're really fun in the deeps. Smashing through the powder with the engine running at a comfortable 6,000 rpm, transitioning into steeper and deeper you give the motor revs over 8,000 rpm. The difference here is that you STILL have a fistful of throttle to apply and the motor is barely breathing. It's pulls strong to 10,500 rpm.

Yamaha claims they're within 50 lbs. for half a tank of fuel of the competitive 2 stroke equivalent machine. We doubt this is exactly the case with the Apex, this claim probably best rests with the Vector. Comparisons still do not take into account the upside of the engine. Pack it with a turbo onto an Apex and you can easily see 200-250 hp without affecting the engine's reliability. All this at a reasonably low cost compared to what you'd spend to get similar power from what would then be a less-than-dependable 2 stroke.

Interestingly, this is the first year we've seen Yamaha publish weights in a long time. The Apex Mountain clocks in at 550 lbs. dry. The RS Vector SE with the

same 16" track weighs 589 lbs, only 7 lbs lighter. The 15" N 151" X 2" Vector Mountain Yamaha claims is estimated at 571 lbs, or just 40 lbs heavier than the 551 lb Mountain Viper with a 144" track.

Yamaha engineers wanted more flotation. So the Apex Mountain and RS Vector SE will share a 16" X 162" X 2.2" profile track with a 3" pitch in line mountain form. 7 tooth skid-steer drivers are standard with the 16" tracked models. Experienced drivers use both the track lugs and wudows and require far less track tension. The result is more lip at the track while completely eliminating ratcheting.

Up front, the saddleless plastic mountain ski is standard on all mountain Yamahas. The skis are new -- wide and have a nice deep heel - definitely an improvement over previous designs for front flotation and positive steering action. In powder, the snow is directed away from the rider and headlight more so than with previous models.

Mountain models come with first generation front suspension geometry. Shorter A-arm limit suspension travel to 9" (instead of the 9" with gen II) but the ski stance is narrow - it's adjustable from 35.6" to 39.6" (instead of 42.7" with 2nd generation geometry).

The ProMountain rear suspension introduced on 4 stroke models in 2003 is standard on all mountain Yamahas for '06. The 162" track required some design optimization to handle the added stresses and minimize weight. The rails are lightened on the tail ends and tipped up towards the rear to improve trail handling of the monster track. The ProMountain skid delivers 11.5" of rear travel.

Yamaha has opted for EFI instead of carburetors with the Apex. EFI brings a modest horsepower gain with significant weight reductions. Industry sources rumour a factory turbo or super charged Vector is in the works but we'll have to wait for 2007 models at least.

Yamaha has shaved 2.5 pounds off the Apex crankshaft. This loss of rotating mass makes for an even more crisp throttle response. Additionally, new camshafts lengthen the intake and exhaust duration. The engine is of a new sleeveless design and a new head with new intake and exhaust ports. Another responsive move. Overall, this year's Genesis 150 F1 engine weighs 7 lbs. less and puts out 8 additional horsepower than last year's Genesis Extreme. It puts out 150 hp at 10,500 rpm.

The APEX Mountain has a small radiator with an electric fan to achieve a more constant operating environment. The radiator is mounted on the right hand side of the engine cab above the footwell. We wonder why no sleds come standard with ice scrapers.

The 2006 Apex is running a 4-2-1 configuration that is 5% lighter than last

year's. The difference comes in being longer - into 2 titanium cones that reduce the length of the rest. At just the steel piece that weighs more. At last, the Apex exhaust outlets are slanted to the outside. This is good news for cargo transportation on the rear and trail. Sheathed in molded plastic, the exhaust corner has an integrated LED tail light. It is a strong and versatile design that is suitable for extrajags or supports of differing shapes. Sleds without the fire iron cone, have high number. LED is no off the tunnel on the seat back.

The Apex tunnel had to be redesigned to accommodate the 16" track. To achieve tapered design incorporates a straight angle top rapid snow evacuation. The running boards have been redesigned to allow for more effective snow evacuation from the running boards and walk footwells. With the new tailgate design, Apex riders are also taken to a new understore storage area.

Yamaha's design efficiency has always been a strong point. Recently, it has taken on higher priority to meet Yamaha's heightened engineering and product development targets. One place this ideology has the sled can be seen with the integrated airbox and small head design of the apex. With the integrated design, the head now weighs less than 2 lbs. That's a 65% weight reduction over the original RX-1 head!

Rider forward, Yamaha looked elsewhere in the market and found consumers opting for more rider forward and upright positions. The Defolator II chassis positions the steering column 6" further forward and 4" higher than last year. The mountain frame extended another 3" higher than their trail equivalent. This new mountain seat positions the rider 2.5" higher and 1" towards the front of the machine. The upright riding position does take a lot of stress off the rider's knees and shoulders during a big day.

The Apex long list of standard features include electric start, digitally controlled hand & throttle warmers and DC outlet for accessories. Re-designed to fit the new aggressive Apex body work, a new digital cluster also now functions as a barometer, dual trip meters and a lock. Other instrumentation includes the speedo, tach, fuel level, hand & thumb heat, level, odometer, and light by water temp, check engine and oil pressure. The display toggles between metric and SAE units of measure.

The Apex windshield design allows for higher fairs and does not interfere with the brake lever in tight situations like hump hocks or other been-in-the-wrong-place-at-the-wrong-time situations.

With the RX-1, Yamaha engineers have pushed the envelope with their 4 stroke designs. Yamaha has now had the time to examine market needs and has shed in their high performance four stroke sleds to meet that demand.